1. The recipient has to be an existing terminal operator with good record of service and a contract valid for a sufficient period to ensure recovery of the advance.
2. The level of activity on the terminal on which the terminal operator is working has to justify additional equipment and it is ensured that the equipment will be used in CONCOR terminal only.
3. CONCOR normally advances 80% of the cost of the equipment at market rates of interest which are much higher than the interest on bank deposits, short-term bonds etc. on which the surplus funds of CONCOR are parked as per the extent guidelines.
4. The advance with interest is recovered from the monthly handling bills of the terminal operator.
5. The equipment procured from the advance is hypothecated on CONCOR till full recoveries have been made.

(e) Some Writ Petitions of alleged violation of this act have been filed in the High Court of Delhi. These have, however, no relevance to the issue of CONCOR granting advance to contractors.

(d) Does not arise.

Conversion of NG/MG Lines

3798. SHRI BRAHMAKUMAR BHATT: Will the Minister of RAILWAYS be pleased to state:

(a) which MG/NG lines are to be converted into BG during current Five Years Plan;

(b) when would the remaining MG/NG lines be converted into BG;

(c) whether the Ministry of Railways has received any proposals from Gujarat Government for conversion of MG/NG lines into BG; if so, the details thereof and the decision taken by the Railways on these proposals;

(d) whether the Ministry of Railways have plans for taking up any gauge conversion projects in Gujarat through private funding; if so, the details thereof; and

(e) whether gauge conversion of Dharanghadhra-Kuda is to be done on cost sharing basis and if so, by when the said work would start?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Details of NG/MG rail lines converted during the 1st 3 years of 9th Plan are as under:—

Section	Length in KMS	Section	Length in KMS
Hassan-Sakleshpur	42	Arakkonam-Chengalpettii	63
Mysore-Holena/sipur	87	Morbi-Maliya Miyana and Dahinsara	
Bachwara-Hajipur	71	to Naulakhi	68
Kolar-Bangarpet NG	18	Kashipur-Lalkuan	58
Trichy-Thanjavur	50	Tambaram-Trichy	309
Jodhpur-Marwar	103	Dindigul-Trichy	89
Nagbhir-Chandafort NG	111	Jorhat-Mariani	17
Hotgi-Bijapur	97	Sheosagar-Moranhat	38
Jorhat-Furkating loop	67	Narkatiaganj-Gorakhpur	159
Shimalguri-Shivsagar	16	Babupeth-Ballarshah	1 1
Dronachellam-Mehboobi lagar	185	Sholapur-Hotgi	15
Yeshwantpur-Baiyyapanhalli	17	Indara-Phephna	52

The details of metre/narrow gauge lines targeted to be converted during 2000-01 are as under:—

Section	Length in KMS
Nonera-Bhind of Guna-Etawah Project	50
Raxaul-Birganj	8
Makum-Dangri & Amguri-Tuli	45
Laxmanthirtha Bridge diversion on Mysore-Hassan line	1
Mudkhed-Adilabad	142
Wankaner-Morbi	48
Gandbidham Bhuj	58
Darangadhara-Kuda	33

The targets for conversion of metre/narrow gauge line for 2001-02 has not yet been decided.

(b) The remaining MG/NG lines would be converted when the next phase of the Action plan is taken up.

(c) Yes, Sir. The details are as under:—

1. Gauge conversion of Rajkot-Veraval and its extension upto Kodinar/ Somnath	Gauge conversion of Rajkot-Veraval is sanctioned. Earthwork, minor bridges and strengthening of major bridges have been taken up and are in progress. The work is expected to be completed during the coming years depending upon availability of resources. A survey for extension of line upto Kodinar/Somnath has already been completed and the survey report is under examination.
2. Gauge conversion of Surendranagar-Bhavnagar & Dhola-Dhasa-Mahuva with extension upto Pipavav	The earthwork and bridge work on this project is already in good progress. It is proposed to take up the track work through a Special Purpose Vehicle in which Railways, Gujarat Pipavav Port Ltd. will hold equity and part funds will be from market borrowings. A Memorandum of Understanding in this connection has recently been signed with Gujarat Pipavav Port Ltd. to implement the scheme accordingly.
3. (a) Gauge conversion of Viramgam-Mehsana (A part of Bhildi Viramgam project)	Work has been sanctioned. Work is being progressed as per availability of resources. No target date has been fixed.
(b) Mehsana-Patan (A part of Bhildi-Virangam project)	Work of gauge conversion of Mahesana Patan is being progressed as per availability of resources. Work of reconstruction of bridges in this section has already been completed. No targets date has been fixed

	Navlakhi-Dahinsara, Morbi-Wankaner and Morbi-Dahinsara-Maliya Miyana	Work on gauge conversion of Navlakhi-Dahinsara and Morbi-Dahinsara-Maliya Miyana MG line has already been completed. The work on rest of the section i.e. Wankaner-Morbi is in good progress and will be completed during 2000-01.
	Gandhidham-Bhuj-Nalia	Work on Gandhidham-Bhuj is sanctioned and is in good progress and is targeted for completion during 2000-01. Survey for gauge conversion of'Bhuj-Nalia has already been completed and survey report is being examined in consultation with the Ministry of Defence. Further decision will be taken in due course based on the availability of resources and results of the survey.
	Gandhidham-Samakhiali-Paianpur	Work has been sanctioned in the Budget 1998-99 and will be taken up after obtaining the requisite clearances. Necessary action has already been initiated in this regard.
	Dharangadhara- Kuda Salt siding	Work has been included in the Supplementary Budget 1997-98. Work is being executed on cost sharing basis with the Government of Gujarat and Ministry of Industry and is expected to be completed during 2000-01 subject to the balance amount from co-sharers becoming available.
8.	Bharuch-Samni-Dahej	Bharuch-Samni-Dahej has been covered in the proposed 3rd line from Ahmedabad to Virar. However, after considering the

		proposals for new works and the availablility of resources, it has not been found possible to include the conversion of this section in the Budget 2000-01.
	Ankleshwar-Rajpipla	Surveys conducted in the past have revealed inadequate traffic prospects for this line. As such, it has not been found possible to take up the work for the present.
10.	Ahmedabad-Himmatnagar	A survey for gauge conversion of Ahmedabad-Himmatnagar-Udaipur is already in progress. Further consideration of the project would be possible once the survey report becomes available.
11.	Ahmedabad-Vijapur	This proposal is under examination.
12.	Dabhoi-Miyagam	There is no proposal for conversion of this line at present. The demand has been noted for due consideration at appropriate time.
13.	Chhotaudepur Pratapnagar	A survey for gauge conversion of this line is already in progress. Further consideration of this project would be possible once the survey report becomes available.

(d) Yes, Sir. The work of gauge conversion of Surendernagar-Bhavnagar-Dhola-Dhasa-Mahuwa with extension to Pipavav is proposed to be taken up through private funding. The work will be taken up through a Special Purpose Vehicle, in which Railway, Gujarat Pipavav Port Ltd. will hold equity and part funds will be from market borrowings. A Memorandum of Understading in this connection has recently been signed with Gujarat Pipavav Port Ltd. to implement the scheme accordingly.

(e) Yes, Sir. Work has been included in the Supplementry Budget 1997-98. Work is being executed on cost sharing basis with the Government of Gujarat and Ministry of Industry and is expected to be completed during 2000-01 subject to the balance amount from co-sharers becoming available.

Misuse of concessional rail passes

3799. SHRI KRISHNA KUMAR BIRLA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that a large number of concessional passes issued by the Railways to various categories are being grossly misued;

(b) if so, whether a task force constituted by the Railway Board to review the plethora of concessions has suggested provision of photo identity cards to check rampant misuse of the concession;

(c) if so, the details of recommendations made by the Task Force; and

(d) the reaction of Government on those recommendations and by when a final decision would be taken to check misuse of concessional passes, etc.?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) There is no concept of Concessional Passes on Indian Railways.

(b) to (d) Do not arise.

Procurement of Wagons

3800. SHRI DIPANKAR MUKHERJEE:
SHRIMATI CHANDRAKALA PANDEY:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of wagons in FWUs planned to be procured during Ninth Five Year Plan;